

CITY OF MIAMI BEACH
Office of the City Manager
Letter to Commission No. 139-2004



To: Mayor David Dermer and
Members of the City Commission

Date: May 25, 2004

From: Jorge M. Gonzalez
City Manager

Subject: **REPLACEMENT OF 63RD STREET FLYOVER AND REHABILITATION OF
63RD STREET BASCULE BRIDGE**

For your information and reference, I am forwarding a letter dated May 24, 2004, from the Florida Department of Transportation (FDOT) to Mr. Barry Klein, President, of the North Beach Development Corporation (NBDC) responding to the 12 questions made in regard to subject project.

Mr. Klein had requested in his letter that the information provided by FDOT be obtained prior to the May 26, 2004, Commission meeting.

Please feel free to contact me if you have any other concerns or questions.

JMG:RCM:FHB:II

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CITY CLERK'S OFFICE



Florida Department of Transportation

JEB BUSH
GOVERNOR

JOSE ABREU
SECRETARY

May 24, 2004

Barry Klein, President
North Beach Development Corporation
210-71st Street, Suite 310
Miami Beach, Florida 33141

Re: FM No. 249940-1 / 407935-1 / Replacement of 63rd Street Flyover and
63rd Street Bascule Bridge rehabilitation

Dear Mr. Klein:

Your letter to the City of Miami Beach regarding the 63rd Street Flyover was forwarded to the Florida Department of Transportation (FDOT) for our response. Following are responses to your questions and I have expanded on the City's answers where appropriate.

Question 1: The actual clearance under the existing flyover is 11' 8".

Question 2: If the flyover was deemed historic, the language in the resolution approved by the State Legislature would set the parameters for future modifications. In some instances, language has been so restrictive that routine maintenance has needed justification. Therefore, without knowing the specific language, the FDOT is not in the position to allow anything if this structure is deemed historic.

Question 3: The FDOT does not see the no-build alternative as an option. As previously stated, the existing flyover is functionally obsolete and presents a safety concern to FDOT. FDOT has studied and re-studied this project over the past 12 years considering a number of replacement alternatives and their impacts. As a result of those studies, the City Commission passed a resolution in June 2000 (Commission Resolution No. 2000-23965) agreeing to the removal of the flyover and replacement with an at-grade intersection. As part of that agreement, the FDOT added landscaped medians and enhanced the pedestrian features on the project.

Question 4: Lowering the grade beneath the flyover was not included in the latest review of the project by the City's consultant HNTB, but was specifically addressed previously by FDOT. In 1999, the FDOT looked at lowering the pavement elevation in the vicinity of the existing flyover in order to increase the vertical clearance. Upon investigation it was determined that the foundations for the existing flyover structure are located approximately 6" below the surface. This condition limits the maximum reduction to 6" but also causes other impacts such as a weakening of the existing pavement, the need to relocate existing utility lines which would not have sufficient cover, the existing drainage system would have to be modified or replaced, and the vertical clearance would only be increased to 12' 2" which is below AASHTO and FDOT minimum design standards.

Question 5: The most recent study by the City did not address the surrounding streets but the 1999 Study (FR Aleman & Associates) by FDOT included the surrounding streets and analyzed this intersection as part of a network in this area of Miami Beach.

Question 6: A new flyover from 63rd Street northbound to Indian Creek would have no physical effect on Alison Island or the Aqua development. To develop a replacement flyover, the design would begin on the east side of the bascule bridge over Indian Creek. Any replacement alternative that begins on the east side of the bascule bridge would impact right of way along Indian Creek Drive. (see attached sketches)

Question 7: Answered by the City.

Question 8: The existing flyover is functionally obsolete. This is due to both the inadequate travel way width provided, a lack of shoulder width provided, and the substandard vertical under clearance of 11'8". Additionally, the grade for traffic traveling down the flyover is 7.5 percent, well beyond the accepted standard for this type of facility. As far as the flyover structural rating it is rated from generally good to good condition.

Question 9: FDOT is responsible for the maintenance of the flyover structure.


Question 10: A north-south flyover was considered in the initial study completed in 1993, (see attached sketch) but discarded from further consideration due to the impacts to on-street parking and access for properties located south of the 63rd street intersection. A tunnel was never considered but would have similar impacts to the to the flyover structure at approximately 3-times the cost.

Question 11: The speed limit on Alton Road is set by the 85th percentile speed of vehicles that use it. Artificially lowering the speed limit would cause safety concerns on Alton Road and would have little effect on the intersection operations at 63rd street.

Question 12: FDOT has developed maintenance of traffic (MOT) plans for this project and is in the process of refining it with the City's input. It is the goal of FDOT to maintain the traffic moving and access open to the maximum extent possible. Furthermore, as part of the design phase, a public workshop will be held this summer to inform the community of the latest MOT plan and other construction issues.

I trust this will answer your questions and concerns. If you need additional information or have additional questions, please do not hesitate to contact me at (305) 470-5464.

Sincerely,


Javier Rodriguez, P.E.
Director of Production

Cc: Fred Beckman, City of Miami Beach
Project file



**NORTH
BEACH**

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April 29, 2004

Fred Beckmann
Director of Public Works
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

Dear Fred,

Thank you for assisting in Tuesday's presentation of the 63rd Street flyover alternatives. We really appreciate all of the time and effort by you and other staff members.

We'd like the following information obtained prior to the commission's next discussion on this matter.

1. Actual clearance under existing flyover.
2. If the flyover is deemed historic, would FDOT allow its reconstruction to match the existing geometry? Has precedence been set for this with the Venetian Causeway?
3. Please clarify that if the no-build alternative is taken, when FDOT will require bridge/flyover replacement.
4. Why was lowering the grade beneath the flyover not addressed or shown as an alternative? Was the consultant advised to not address this?
5. Please clarify why the study did not investigate the potential or real effects on surrounding streets such as Collins Avenue, Alton Road, Pine Tree and Lagorce Drives, that are created by the diversion of traffic from this one intersection.
6. We heard that to build a new flyover to current standards would negatively affect Allison Island and Aqua. Is it possible to know how much further west would be effected by such a proposal?
7. Please have the consultant formally respond to Mr. Berman's analysis. Specifically to quantity, timing, light sequencing and the use of traffic devises to maintain vehicles in

respective lanes. He did respond in partial agreement at the presentation. If they do agree with this, there seems to be fatal errors in the consultant's work.

8. What is the condition of the current flyover structure, relative to concrete and reinforcement steel corrosion, and lighting and rails?

9. Is the city responsible for the maintenance of this flyover structure?

10. Commissioner Steinberg stated, that a previous consultant affirmed that the optimum solution would be to replace the current flyover with a north-south flyover. Why was this not an alternative? Could a north-south tunnel be created that would allow the current east and north bound vehicles from 63rd street to travel above this tunnel? This opens up the intersection and seems to allow continuous travel in all directions.

11. What is the possibility of lowering the rate of speed on Alton Road and /or if the current speed limits were enforced, would this create a positive effect on the quantity of vehicles that eventually stack up on east bound 63rd Street? If the cars arrival to the intersection is slowed, can the intersection then accommodate the quantity?

12. Has an impact study been performed as to how the local area will be affected during construction (traffic, emergency services, bridge openings...)? This is a very important factor in construction of this magnitude.

Thank you again for your information.

A handwritten signature in black ink, appearing to be 'Barry Klein', written over a horizontal line.

Barry Klein, President

CITY OF MIAMI BEACH

CITY HALL 1700 CONVENTION CENTER DRIVE MIAMI BEACH, FLORIDA 33139
www.miamibeachfl.gov



Public Works Department

Telephone 305-673-7080
Facsimile 305-673-7028

May 19, 2004

FLORIDA DEPT. OF TRANSPORTATION
RECEIVED

MAY 21 2004

Mr. Javier Rodriguez, P. E.
Director of Production
Florida Department of Transportation
1000 N.W. 111th Avenue
Miami, FL 33172-5800

DIRECTOR OF PRODUCTION OFFICE
DISTRICT SIX

Dear Javier:

I am forwarding a letter from Mr. Barry Klein, President of North Beach Development Corporation, in which he asks 12 questions regarding the 63rd Street Flyover project. I have provided answers to questions 4, 5, 7, 9, and 10; copy of my letter is attached. Please take a look at the other questions and provide responses as you deem appropriate.

Sincerely,

Fred H. Beckmann, P.E.
Director of Public Works

FHB/VII

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May 6, 2004

Mr. Fred Beckmann
Director of Public Works
City of Miami Beach
1700 Convention Center Drive
Miami Beach, FL 33139

Fred,

Since the commission meeting was on May 5th, I understand that your office did not have adequate time to respond to my previous questions (attached), generated from your April 27th presentation. I am hoping that the commission's deferral will allow your staff and consultant to properly address our concerns.

I would also suggest that the commission be shown the physical effects of a new flyover, both single and double lane and both 14' and 16' high. The question was asked about the amount of right of way involved with these scenarios, but there was no back up for how these solutions would impact surrounding properties or the road itself.

If there is anything we at NBDC can do in these efforts, please don't hesitate to call upon us.

Sincerely,

Barry Klein
President

Cc: Mayor David Dermer
City Commissioners
City Manager Jorge Gonzalez

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MAY 10 2004

CITY OF MIAMI BEACH

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Public Works Department

Telephone 305-673-7080
Facsimile 305-673-7028

May 19, 2004

Mr. Barry Klein, President
North Beach Development Corporation
210- 71st Street, Suite 310
Miami Beach, FL 33141

Dear Mr. Klein:

Regret the delay in responding to your letter but it was received on May 10, 2004, while I was on vacation for a week.

I will provide answers to the following questions of which I have knowledge or information:

Question 4: The City Consultant (HNTB) was hired to address questions directed by the City Commission at the request of Commissioner Steinberg regarding previous study analysis assumptions and methodologies. The primary objective of the City Consultant was to conduct a traffic analysis study based on new traffic counts taken in 2003. This traffic analysis study was never intended to develop, study, or re-study different alternative solutions to the existing flyover.

Question 5: Same as question four.

Question 7: Mr. Berman's presentation and conclusions were responded by the City's consultant during the May 5, 2004 Commission meeting.

Question 9: No, the City is not responsible for the maintenance of the flyover structure. It is an FDOT structure on an FDOT road and therefore, FDOT has responsibility for its maintenance.

Question 10: Same as question four.

Since the remaining questions are the purview of FDOT, I am forwarding them to FDOT for their consideration.

Please give me a call if you need anything else.

Sincerely,

A handwritten signature in black ink, appearing to read "F. H. Beckmann", with a long horizontal flourish extending to the right.

Fred H. Beckmann, P.E.
Director of Public Works

FHBVI

c: Mayor and Commissioners
Jorge M. Gonzalez, City Manager
Robert C. Middaugh, Assistant City Manager